

The proximity of Alternatives #2 and #3 to the residential area immediately east of the proposed alignments would drastically exacerbate existing noise pollution levels stemming from the stack at 99th Avenue and I-10. Virtually, all of the residential community between 91st and 97th Avenue north and south of Van Buren will be affected by the proposed alignments. The 97th Avenue alignment would also have a detrimental effect on the neighboring Tolleson Union High School Alternative Campus, which lies within a few feet east of the proposed alignment. Furthermore, increased traffic will adversely impact air quality within the adjacent residential neighborhood.

The numerous trucking/warehousing businesses would require rerouting due to the proposed alignment along 99th Avenue, and obviously some of the same truck traffic will eventually end up on Tolleson's main street, in search of the path of least resistance – fewer left turns.

The study prepared by the committee completely ignores the floodplain caused by the railroad tracks and the compounding of the floodplain's problems caused by the Alternatives. The existing floodplain located within the City and designated as Category A Floodplain will require major modifications. Construction of either Alternative #2 or #3 without a natural flow will increase the geographical size of the flood plain. It currently lies south of Jefferson Street, and any major barrier will affect the plain, possibly as far north as Van Buren.

Alternatives #2 and #3 represent Tolleson's biggest threat to financial ruin. Both alignments create devastating economic impacts that will last an eternity. Elimination of jobs, loss of primary property tax revenues and secondary tax revenues that fund city and schools capital bond projects, reduction of current sales tax revenues as well as projected General Plan retail service developments, and most importantly, loss of development and building permitting fees generated as a result of construction have huge budget implications. From a service delivery perspective, the City of Tolleson would have to reduce the General Fund operating budget in order to meet the cumulative loss generated by the construction of the South Mountain Freeway through the heart of Tolleson's commercial and industrial development corridor. Prime commercial and industrial land and accompanying improvements would be affected by the South Mountain Freeway. The adverse multiplier impact is unknown however, it would touch on all of the elements mentioned above.

The meeting held at the Southwest Valley Chamber of Commerce on Monday, May 5, 2003 did little to fairly address the devastation of Tolleson and its citizens caused by the construction of Alternatives #2 or #3. Frankly, if a western alignment of the South Mountain Freeway (west of 51st Avenue) is required the alignment for Alternative #9 should be readdressed. An alignment of Alternative #9 just west of the 107th alignment appears to be a route with less impact. Your preliminary route for Alternative #9 literally destroys existing warehouses – Sara Lee, Lisanti, and States Logistics – and is projected to be constructed on the parcel that PepsiCo recently purchased for a regional warehouse. A route slightly west of this path avoids these problems. Perhaps the safety issues regarding the Alternative #9 "S" curve conceptual design should be revisited.

would perpetuate the institutional racism Tolleson and its citizens have suffered in the past, this letter is written with the request that the siting not be the result of what route offers the least resistance.

If the Loop 101/South Mountain Freeway extends south into Tolleson four of Tolleson's six square miles would be adversely impacted by freeways. Economically valuable property along the City's main industrial and retail corridor (99th Avenue) would be completely destroyed or severely diminished. After the South Mountain Freeway extension, land on the east side of 99th Avenue (Tolleson property) would be totally taken or only shallow development parcels would remain. Traffic on 99th Avenue in Tolleson, once a dynamic roadway, would be an awkward roadway no longer serving businesses on both frontages. From a General Plan and Land Use perspective and following a similar pattern with the construction of I-10 and Loop 101, both Alternatives #2 and #3 require a taking of large parcels of undeveloped land in Tolleson. Based on a percentage of incorporated square miles Tolleson has provided the most property for freeways during the past 15 years. When the 101 was connected to I-10 from the north, prime commercial and industrial property along McDowell was taken for retention and detention of waters flowing south from Glendale and Phoenix. Additional freeway takings will only add to the already high ratio of freeway dedicated land versus that developed or to be developed.

Both Alternatives drastically impact the ability of Tolleson to serve water to its residential and corporate citizens. Two wells serve all of Tolleson's water needs. Alternatives #2 and #3 wipe out Tolleson's only two water production wells.

We hope you are aware that there is a massive pollution plume comprised primarily of TCE directly east of Tolleson and over the recent past has continued its westward flow to Tolleson. The plume's western edge is at Tolleson's east border. The City has shut down its eastern most wells and has had to relocate its two wells in western Tolleson. These wells are now in the path of Alternatives #2 and #3. Tolleson has no land in its boundaries east of 99th Avenue and north of Van Buren, in short if 101 is extended south in Tolleson, Tolleson would lose its wells and would have to move its wells back east, back towards the pollution plume.

In addition to the wells and adjoining storage facilities, each well has water treatment facilities that provide the necessary purification to the water. Tolleson spent millions of dollars on the facilities. The electro dialysis reversal (EDR) systems are utilized for the treatment and purification of water, including water used by PepsiCo for their production of Gatorade. The production wells, booster pumps, electrical panels, stand-by natural gas driven diesel engine, metering and production equipment and building as well as the twelve inch (12") major transmission water lines leading to and from the production wells would perhaps require relocation and/or abandonment. A permanent or temporary curtailment of water production will create a severe water shortage in the city, for the average daily use is approximately 3.0 million gallons of water. Any reduction in water production would bring about a crisis for both commercial (Gatorade and milk facilities at Fry's) and residential users as well as severely inhibiting fire suppression capabilities.

ADOT will be required to pay for the complete replacement of these important water utility facilities.

Alternatives #2 and #3 would have a significant impact on local and regional sewer lines. Four major sewer lines serving the Tolleson and the Phoenix Sewage Treatment facilities rest in the path of both alternatives. Currently, a 66" sewer main runs in 99th Avenue. This major trunk line serves the northern affiliated parties/cities and would require relocation and major modifications at 99th Avenue and McDowell Road as well as major reconstruction of the diversion structure facility at 99th Avenue and Van Buren. Any existing or future businesses fronting 99th Avenue would be disrupted due to the inability to provide sewer service. Loss of operations would result in reduction of respective business operating profits and loss of city sales tax.

The sewer lines - 60", 48" and 42" - run east and west and parallel the Union Pacific Railroad tracks from 99th Avenue easterly to 95th Avenue. At this juncture the lines turn south and are joined by yet another 27" line, all leading south on 95th Avenue under Buckeye Road into the regional City of Tolleson Wastewater Treatment Plant head works facility. Replacement lines, whether permanent or temporary, would be required so as not to create a disruption in sewage flows being discharged by various affiliated parties - i.e., Sun City, Youngtown, Peoria, Glendale, Phoenix and Tolleson - and headed south to the respective sewage treatment facilities in Phoenix and Tolleson. Any below grade freeway would obviously destroy the regional transmission grid.

Any stoppage in sewer flows would trigger a reduction in effluent being discharged by Tolleson, pursuant to a contract, into a 53" line connected to the Palo Verde Nuclear Generating Plant where the water is used to cool nuclear generating system turbines. Failure to meet contractual obligations between Arizona Public Service will most definitely result in litigation against the City of Tolleson.

With respect to arterial streets and proposed intersection improvements, Alternatives #2 and #3 will create major modifications to the existing intersection at 99th Avenue and Van Buren, and eventually lead to water and sewer lines displacement and/or relocation. The proposed alignment would require a half or full diamond interchange somewhere between 96th and 99th Avenues. These improvements would increase traffic in the immediate vicinity and ultimately have an adverse traffic impact on Tolleson's major streets, Van Buren and 99th Avenue. Local traffic could no longer utilize local streets for through traffic. Obviously, the increase in traffic will affect the service level of Van Buren Street, Tolleson's downtown main street.

Environmentally, the proposed Alternatives #2 and #3 fail to recognize both the pollution plume referred to earlier and the hazardous site at approximately 97th Avenue and Harrison Street. The site, running from 97th Avenue westerly to approximately 150 feet east of 99th Avenue, has been abandoned for years, and at last report, the site is being remediated to the air by a mechanical device.

Mr. Hayden, it is quite evident that the City of Tolleson is very disturbed at the notion of having Alternatives #2, #3 or #9 constructed in Tolleson. As I mentioned previously, I strongly agree that we need a regional alignment for the South Mountain Freeway, one that moves traffic and is not as devastating to a city's culture or economy such as the Alternatives discussed above.

Again, thank you for your visits and your interest in our community. Please feel free to call me if you have any questions regarding this letter.

Sincerely,

Ralph Velez
City Manager

cc: Amy S. Edwards, HDR Transportation Engineer
Bill Vachon, FHWA, Senior Area Engineer
Floyd Roehrich, Jr., ADOT, Senior Project Manager



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007

Debra Brisk
Deputy Director

August 27, 2003

Ms. Elaine Blackwater
Land Use Ordinance Officer
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

RE: South Mountain Environmental Impact Statement

Dear Ms. Blackwater:

Over the past two years, the Arizona Department of Transportation along with the Federal Highway Administration have been studying the South Mountain Freeway Corridor. As part of this study, we have met regularly with technical staff from the Gila River Indian Community, including representatives from your office, and have met periodically with the Executive Office. As such, in accordance with Governor Narcia's letter of April 11, 2003 (see attached), the study team is developing potential alignments within the Community in the established study area (see attached).

Part of the effort required for developing potential alignments is acquiring data regarding existing social and environmental conditions. At this time, the study team is performing literature and database reviews of any known information pertinent for an environmental study. To facilitate this effort, representatives of the study team will be in contact with your office to work with you in determining what information is necessary at this point of the study and how we can acquire it. The study team will be contacting representatives of the Department of Transportation, Department of Economic Development, Department of Land Use Planning and Zoning, Cultural Resource Management Program, the Community Manager and the Pima-Maricopa Irrigation Project.



Ms. Elaine Blackwater
Gila River Indian Community
August 27, 2003
Page 2

At this time, the study team will not be performing any field surveys for data. However, as the study continues, it will be necessary to make field surveys for specific data. At that time, your office will be notified of our schedule for performing these functions.

If you have any questions regarding this matter, please contact me at 602-712-7643.

Sincerely,

Floyd P. Roehrich, Jr., PE
Senior Project Manager
Valley Project Management Group
205 S. 17th Ave., MD 614E
Phoenix, AZ 85007

cc: Bill Vachon, FHWA
Amy Edwards, HDR

Attachments

Governor Narcia's Letter – April 11, 2003
South Mountain Study Area within GRIC

The previous letter was also sent to:
Mr. Urban Giff, Gila River Indian Community, Community Manager
Ms. Pat Mariella, Gila River Indian Community, Department of environmental Quality
Mr. John Ravesloot, Gila River Indian Community, Cultural Resource Management Program

Richard P. Nartia
GOVERNOR



Mary V. Thomas
LIEUTENANT GOVERNOR

Gila River Indian Community
EXECUTIVE OFFICE OF THE GOVERNOR & LIEUTENANT GOVERNOR

April 11, 2003

Mr. Robert E. Hollis
Division Administrator
Federal Highway Administration
Arizona Division
One Arizona Center, Suite 410
400 E. Van Buren St.
Phoenix, AZ 85004-2285

Re: HDA-AZ File #: NH-202-D(ADY)

Dear Mr. Hollis:

This correspondence is in response to your March 6, 2003 letter in which you have requested the Community to identify a corridor for study for the Environmental Impact Statement Study for the South Mountain Corridor Study.

As you will note from the attached letter to ADOT dated January 10, 2002 and accompanying map to the Right of Entry Permit, a reduced corridor study was outlined as the area North of the Ocotillo Road section line and North of the Gila River.

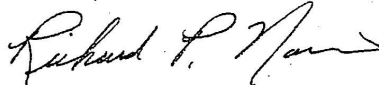
For the Community to offer an "alignment(s)" for study, we would have to undertake a similar process that ADOT's consultant, HDR, is currently undergoing with regarding to the Environmental Impact Statement Study. If the Community were to "dictate" an alignment for study, this might defeat the purpose of the study.

As also conveyed in a letter to FHWA dated April 25, 2002 our Community Council has adopted a resolution in August 2000 which in essence does not support any freeway alignment on Tribal land within the proposed study area. Until such time that our Council revisits this resolution, the Community staff, as a part of the monthly EIS meetings, cannot offer any alignments for consideration.

Robert E. Hollis
 April 11, 2003
 Page 2

At this time, we feel that you have a corridor to study alignments. Any alignments for consideration must be ultimately approved by our Community Council.

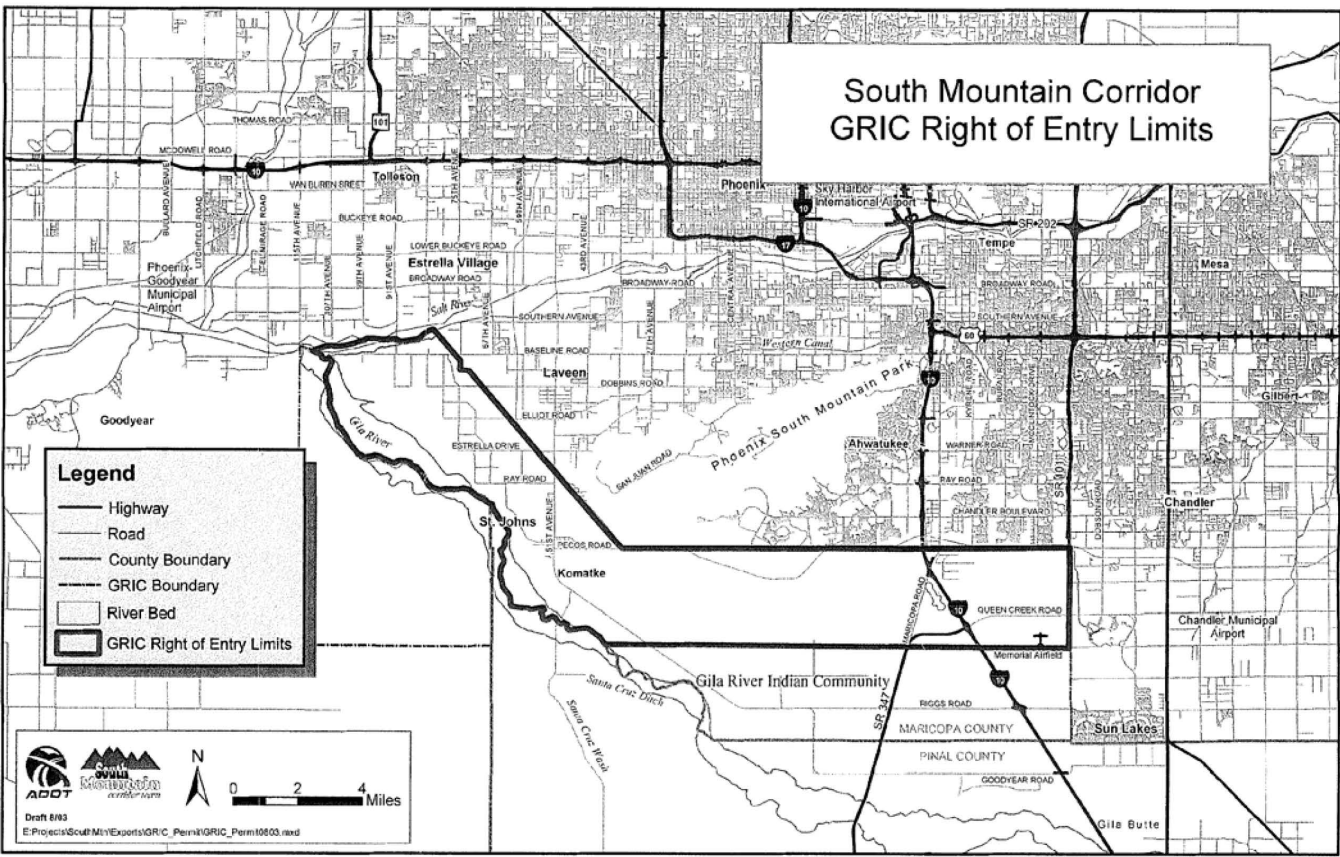
Sincerely,



Richard P. Nardcia
 Governor

cc: Mary V. Thomas, Lt. Governor
 Community Council, GRIC
 Victor Mendez, Director, ADOT

attachments: Correspondence dated January 10, 2002 to ADOT Director
 Correspondence dated April 25, 2002 to FHWA Division Administrator





Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007

Debra Brisk
Deputy Director

August 27, 2003

Ms. Sandra Shade, Director
Gila River Indian Community
Department of Transportation
315 W. Casa Blanca Rd.,
P.O. Box 97
Sacaton, AZ 85247

RE: South Mountain Environmental Impact Statement

Dear Ms. Shade:

Over the past two years, the Arizona Department of Transportation along with the Federal Highway Administration have been studying the South Mountain Freeway Corridor. As part of this study, we have met regularly with technical staff from the Gila River Indian Community, including representatives from your office, and have met periodically with the Executive Office. As such, in accordance with Governor Narcia's letter of April 11, 2003 (see attached), the study team is developing potential alignments within the Community in the established study area (see attached).

Part of the effort required for developing potential alignments is acquiring data regarding existing social and environmental conditions. At this time, the study team is performing literature and database reviews of any known information pertinent for an environmental study. To facilitate this effort, representatives of the study team will be in contact with your office to work with you in determining what information is necessary at this point of the study and how we can acquire it. The study team will be contacting representatives of the Department of Transportation, Department of Economic Development, Department of Land Use Planning and Zoning, Cultural Resource Management Program, the Community Manager and the Pima-Maricopa Irrigation Project.



Ms. Sandra Shade
Gila River Indian Community
Department of Transportation
August 27, 2003
Page 2

At this time, the study team will not be performing any field surveys for data. However, as the study continues, it will be necessary to make field surveys for specific data. At that time, your office will be notified of our schedule for performing these functions.

If you have any questions regarding this matter, please contact me at 602-712-7643.

Sincerely,

Floyd P. Roehrich, Jr., PE
Senior Project Manager
Valley Project Management Group
205 S. 17th Ave., MD 614E
Phoenix, AZ 85007

cc: Bill Vachon, FHWA
Amy Edwards, HDR

Attachments

Governor Narcia's Letter – April 11, 2003
South Mountain Study Area within GRIC

The previous letter was also sent to:

Mr. Lee Thompson, Gila River Indian Community

Mr. Dean Weatherly, Director of Economic Development, Gila River Indian Community



Project Information: 602-712-7006

Website: www.dot.state.az.us Email: SouthMountain@dot.state.az.us

September 8, 2003

Bob Broscheid
Project Evaluation Program Supervisor
Arizona Game and Fish Department
Habitat Branch
2221 W. Greenway Road WM-HB
Phoenix, AZ 85023

Re: South Mountain Corridor Study

Dear Mr. Broscheid:

In a letter dated January 10, 2002, HDR, Inc. sent a request to you for a species list and critical habitat information that would be pertinent to South Mountain Corridor Study. This was done on behalf of the Arizona Department of Transportation and the Federal Highway Administration. The database information is being used as part of the Environmental Impact Statement being prepared for the proposed project. Since two years have almost passed, I am requesting more up to date information. I have attached the initial AGFD response letter that you may find helpful.

The freeway would connect to Interstate 10, south of Phoenix, at Pecos Road. The alignment continues along Pecos Road through the western tip of South Mountain Park, then north to Interstate-10 between 59th and 99th Avenues. Presently, there are five alternative alignments being considered. The legal location of the study area is: Township 2 North, Range 1 East, Sections 33-36; Township 2 North, Range 2 East, Sections 31-34; Township 1 North, Range 1 East, Sections 1-36; Township 1 North, Range 2 East, Sections 3-10, 15-22, and 27-34; Township 1 South, Range 1 East, Sections 1 and 12; Township 1 South, Range 2 East, Sections 17, 18, 20, 27, 28, 34, and 35; Township 1 South, Range 3 East, Sections 31-36; Township 1 South, Range 4 East, Sections 31-33.

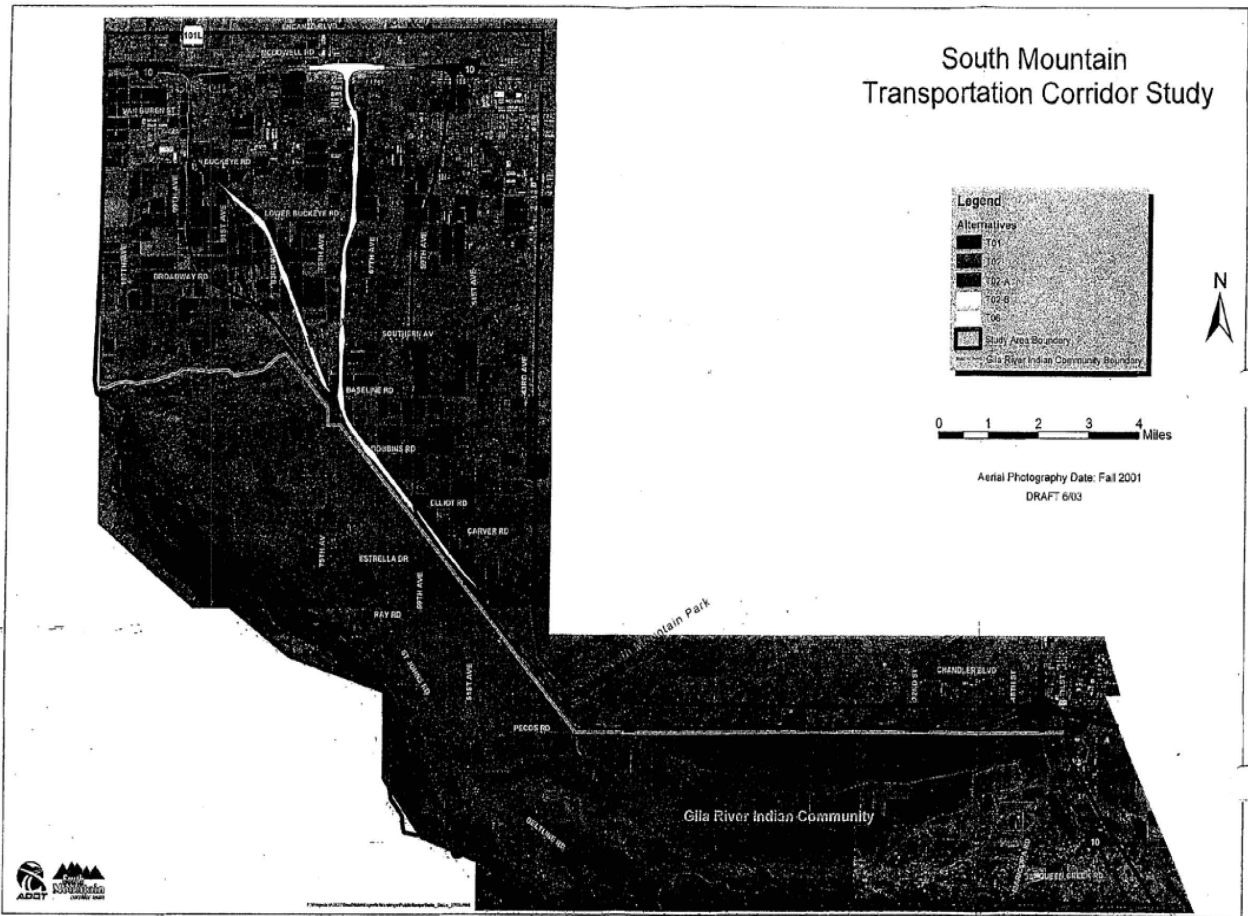
HDR, Inc. is requesting a species list, critical habitat information, or any additional information that would be relevant to the proposed project. A response received by October 1, 2003 would be greatly appreciated, since a technical report must be submitted the following week. Information should be sent to Ms. Andrea Love, HDR, Inc., 2141 East Highland Avenue, Suite 250, Phoenix, Arizona 85016-4736.

Thank you for your assistance.

Sincerely,

HDR ENGINEERING, INC.

Andrea Love
Senior Environmental Planner



Janet Napolitano
Governor
Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

March 24, 2004

Bill Higgins
State Engineer

Mr. Mark Schlappi
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Subject: South Mountain Corridor L/DCR & EIS
MAG Model Traffic Forecast Request

Dear Mr. Schlappi:

The ADOT South Mountain Freeway corridor study team has identified 3 preliminary alignments that will be evaluated further to determine the preferred roadway alignment alternative. Four scenarios using these alignments will be evaluated using as base the 2025 RTP network and the newly adopted 2025 MAG socioeconomic data. The networks will be coded by Lima & Associates to include the alternative networks and will be provided to MAG in EMME2 format via e-mail or CD. Forecasted traffic volumes for the 24-hour and am and pm peak hour conditions will include the following alternatives:

- Alt. T1 South Mountain alignment along 59th Avenue as per the RTP with the I-10 Reliever
- Alt. T1A South Mountain alignment along 59th Avenue as per the RTP without the I-10 Reliever
- Alt. T6 South Mountain alignment with I-10 Western termini between 75th and 83rd Avenue with the I-10 Reliever
- Alt T2A South Mountain alignment with I-10 Western termini at Loop 101 and the I-10 Reliever

We would like to request that all EMME/2 files be provided to us in shape file format or EMME2 text file format, and be sent via e-mail, if possible, to Ms Patrizia Gonella-Ramos at pramos@lima-inc.com. If you need further clarifications, please contact Ms Gonella-Ramos at 602.331.0600.

Thank you for your continuing cooperation.



Sincerely,



Floyd Roehrich, Jr., PE
Senior Project Manager
Valley Project Management Group
205 S. 17th Ave., MD614E
Phoenix, AZ 85007

cc: Amy Edwards, HDR
Patrizia Gonella-Ramos, Lima & Associates



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3713

Debra R. Brisk
Deputy Director

March 29, 2004

Sandra Shade, Director
Department of Transportation
Gila River Indian Community
315 West Casa Blanca Road
Sacaton, AZ 85247

Dear Ms. Shade:

Enclosed for your review and distribution are 125 copies of the South Mountain Freeway Study videos with attachments.

Preparation of the video was in response to District 4's Community Council's request to provide an informational video for those Community members who had not previously been involved in or aware of ADOT's Environmental Study.

The video provides a brief overview of the study and a status update regarding freeway alternative alignments currently being evaluated. Response cards are provided for Community members who view the video, as we are very interested in their comments and suggestions. As discussed, a thirty-day period will be provided for Community members to review the video. We will of course provide you with all input received from their review.

As requested the South Mountain Corridor Study Team will present the video and provide a status update of the Study to the Tribal Administration and the Tribal Council prior to scheduling meetings in Districts 4, 6 and 7.

We are most appreciative of your and your staff's support and involvement in the preparation of this important activity and look forward to meeting with the involved Districts' residents and landowners to discuss all issues associated with the Study.

Please contact me if you have questions regarding the video or its distribution. The Study team will be coordinating future presentations to the Administration and Tribal Council with you as soon as feasible.



Sincerely,



William "Bill" Hayden
Special Assist. Regional Freeway System

Enclosures:

Cc:

Ken Davis, FHWA
Bill Vachon, FHWA
Dave Anderson, HDR
Amy Edwards, HDR
John Godac, Godac & Assoc.
Thressa Gunn, Godac & Assoc.
Dan Lance, ADOT
Steve Jimenez, ADOT
Floyd Roehrich, ADOT



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3713

June 30, 2004

Debra R. Brisk
Deputy Director

Ms. Sandra Shade
Director of the Department of Transportation
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

RE: South Mountain Freeway EIS & L/DCR
Draft Public Involvement Plan for Gila River Indian Community

As we continue moving forward with the South Mountain Freeway EIS & L/DCR project, we appreciate the opportunity to work with you and your staff in determining the best approach for providing information and gathering input with Gila River Indian Community members. With the distribution of the project video within GRIC, it is now time to consider the details of the next phase of public involvement. As such, we are providing a brief history of where we have been and draft plan of how to proceed for your review. If possible, we would like to meet with you and your representatives to discuss these issues prior to our next Coordination Team meeting scheduled for July 9, 2004.

History

From 2001 through mid-2003, public meetings were held on a regular basis with GRIC districts and key organizations. Members of GRIC districts and other GRIC stakeholders have participated continually in the South Mountain Citizens Advisory Team (SMCAT). Project newsletters have been distributed in the Community and reprinted in the Gila River Indian Community Newspaper (GRIN).

In June of 2003 a meeting was held with key GRIC officials from Districts 4, 6 and 7 as well as other tribal stakeholders. At that meeting GRIC council members requested that ADOT, FHWA and consulting team members not meet with GRIC citizens until a video compilation of the project could be produced and distributed within the Community. Few meetings were held with GRIC members other than tribal leaders, officials and SMCAT members during the nearly year-long video production.

Plan

A proactive, transparent and on-going public involvement program must be reinitiated with GRIC members as soon as GRIC tribal officials agree ADOT, FHWA and the consulting team members should meet with residents in their Community. This project must be presented to Community residents so it is completely understood.



Implementation Options

Keeping the intent of the plan in mind, we suggest the following actions be taken during the timeframes indicated:

- It is recommended that a newsletter update be written and produced to explain the history of the project, activity to date, promote the availability of the video, and invite members to meetings to share their comments and concerns about the project. We recommend that the newsletter be written with the cooperation of tribal officials and made available to Community members at distribution points on the Community. Where appropriate, we will also work with tribal officials and the GRIN to enable copy from the newsletter to be used and published in news stories off the Community. We recommend that this action commence immediately.
- We will design and produce an informational poster to be used and displayed in the districts in the Community to encourage members to learn more about the project and give us their feedback. We recommend that this action commence immediately.
- We will also work with each GRIC district to meet with residents as often as possible to answer questions about the project and present updates on the progress of the study. We suggest meeting with District 4, 6 and 7 residents monthly. We recommend beginning this coordination effort immediately with the intent to be included in district meeting schedules during the month of August. We intend to promote each district meeting with displays on District signboards.

Additional steps could be taken to support communication efforts with Community member. We look to you for your guidance on the potential need to implement the following actions:

- We will work to find a GRIC member to work with the consulting team on a part time or interim basis to help guide the public information/involvement effort, and to host meetings and presentations.
- We will work to the goal of co-hosting a joint District 4, 6 and 7 public meeting to get feedback from GRIC residents on the study process, impacts and hopefully, a preferred alignment.

Any suggestions you have regarding the plan as presented or possible improvements would be greatly appreciated.

Thank you for your on-going assistance on this project. We look forward to meeting with you as soon as possible to discuss the details of this plan. Please contact me at 602-712-7643 at your earliest convenience to coordinate a meeting time.

Sincerely,



Floyd Roehrich, Jr., P.E.
Senior Project Manager
ADOT Valley Project Management Group
205 S. 17th Ave., MD614E
Phoenix, AZ 85007



Cc: Doug Torres, GRIC
Gary Bohnee, GRIC
Bill Vachon, FHWA
Amy Edwards, HDR
Dan Lance, ADOT
Shannon Wilhelmsen, ADOT
William Hayden, ADOT





Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3713

Debra R. Brisk
Deputy Director

July 16, 2004

Ms. B. Elaine Blackwater
Land Use Planning and Zoning Director
Gila River Indian Community
P.O. Box E
Sacaton, AZ 85247

RE: South Mountain Freeway DCR/EIS Study ROE Permit Request

Dear Ms. Blackwater:

The referenced study, being conducted by HDR Engineering, Inc. on behalf of the Arizona Department of Transportation (ADOT) and the Federal Highway Administration in cooperation with the Gila River Indian Community (GRIC), was initiated July 9, 2001. Our study will evaluate transportation improvement alternatives, including construction of a new freeway, around South Mountain between the southeast valley and the northwest valley. Refer to attached Regional Freeway System map. The study will require entry onto GRIC lands during the study duration of three years from August 2004 through August 2007 for a variety of information collection project tasks. We are requesting a blanket Right of Entry permit for the project team to enter GRIC lands for the project duration to include the following general types of work:

1. To perform land surveying and temporary aerial target construction.
2. To conduct field investigations for a variety of non-disturbing environmental surveys including drainage, biological, cultural, land use, socio-economic, transportation, geological, visual, noise, air quality, utilities and other environmental considerations.

Attached is a map showing the general GRIC geographic limits to be included in the study. Also attached is a list of personnel and a list vehicles makes, models, and license plate numbers that may enter GRIC lands periodically during the study phase of the project.



B. Elaine Blackwater
July 16, 2004
Page 2

Our staff will advise you prior to their research activities.

Please contact me directly at (602) 712-7524 if you require additional information to approve our Right of Entry request. Thank you for your assistance.

Sincerely,

William "Bill" Hayden
Special Assistant to the Regional Freeway System

Attachments

C: Lt. Governor Mary Thomas
Sandra Shade
Doug Torrez
John Roberts
Floyd Roehrich
Amy Edwards
File





Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Debra Brisk
Deputy Director

4 August 2004

Mr. Eric Anderson
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: ADOT's South Mountain Freeway EIS & L/DCR
Economic Impacts Analysis

Dear Mr. Anderson:

The Arizona Department of Transportation's South Mountain Freeway Environmental Impact Statement and Location/Design Concept Report project is entering the detailed impacts analysis phase. Over the past three years, the project team has acquired preliminary data regarding a variety of potential impacts, including economic impacts. As the team moves forward in the analysis of all impacts, we would like to work with each of the affected jurisdictions on the approach that will be used.

At this time, the project team is proposing the following multi-step approach to the economic impacts development and analysis. Each step within this process requires close coordination with each of the potentially affected jurisdictions. As such, we would be looking to you and your staff to assist where you feel it is appropriate. The efforts detailed below would be initiated with a coordination meeting including all potentially affected jurisdictions. The intent of this meeting would be to agree upon the process to be followed, the modeling software to be used, the input and output data required and the source of the data. It is anticipated that each jurisdiction would assist to the extent possible in gathering and developing the necessary input data. However, this would be discussed and agreed upon in the initial coordination meeting. The proposed steps in the process and the anticipated jurisdictional staff involvement are detailed in the following:

1. Determine and evaluate direct and indirect impacts of residential, commercial and industrial displacements (existing and planned). Determine which properties are displaced and direct impacts in net loss of property value, wages and tax revenue. Secondary and induced impacts will be evaluated by use of a pre-approved, widely accepted input output economic model. The project team will work closely with your staff in identifying existing and planned direct and indirect impacts, property value impacts, wage impacts and tax revenue impacts. Impacts evaluation will look at:
 - Impacts of the alternatives to specific industrial sectors at the local and regional levels (including but not limited to trucking, auto dealerships and light industry).
 - Potential for loss of tax revenue at the local and regional level.



2001 Award Recipient

- Potential for job loss at the local and regional level.
 - Impacts of the alternatives to overall economic activity at the local and regional level.
2. Determine and evaluate road user benefits associated with each alternative. These will be in terms of time savings, travel cost savings and safety. The project team will develop this information utilizing the MAG travel model.
 3. Develop and evaluate land use changes that could occur as a result of each alternative and identify positive and negative changes in property value and in distribution of growth. The project team will utilize the MAG land use model as a starting point, then a special allocation model to capture impacts on local communities in terms of land values, employment and other factors. This analysis would only be developed for comparison purposes between alternative locations with and without the freeway and the No Build alternative. The project team will develop the necessary data with input from your staff. Consensus will be reached prior to data collection on the appropriate allocation software to be used in the analysis.
 4. The results of the previous steps would be utilized to develop appropriate mitigation measures that could reduce or reverse negative impacts. Consensus will be reached among all jurisdictions regarding the proposed mitigation measures and their anticipated affect.

Throughout the implementation of this economic impacts analysis, the project team will not only coordinate with the potentially affected jurisdictions, but also with key stakeholders in the public. We would be looking to your staff to assist in determining who these stakeholders should be within your jurisdiction.

As we move forward with the implementation of this analysis process, we will be contacting you or your designated representative to set up the initial coordination meeting. We anticipate this meeting to occur within the month of August. If you have any questions regarding the process as presented or would like to suggest additional contact and coordination people, please do not hesitate to contact either myself at 602-712-7643 or Amy Edwards of HDR at 602-522-7755.

Sincerely,

Floyd Roehrich, Jr., P.E.
Senior Project Manager
ADOT - Valley Project Management Group
205 S. 17th Ave., MD614E
Phoenix, AZ 85007

cc: Dan Lance, ADOT
Shannon Wilhelmsen, ADOT
Bill Vachon, FHWA
Amy Edwards, HDR



2001 Award Recipient

The previous letter was also sent to:

Mr. Bob Woodring, Maricopa Department of Transportation

Mr. Jeff Fairman, CED, Economic Development Director, City of Avondale

Mr. Robert, Franco, Acting Community and Economic Development Director, City of Phoenix

Mr. Ralph Velez, City of Tolleson



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

4 August 2004

Debra Brisk
Deputy Director

Mr. Jim Book
Transportation Director
City of Glendale
5850 W. Glendale Avenue
Glendale, AZ 85301

RE : South Mountain EIS and L/DCR

Dear Mr. Book:

Almost three years ago, the Arizona Department of Transportation (ADOT) began an Environmental Impact Statement and Location/Design Concept Report for the South Mountain Freeway (Loop 202) project. At this time, the project team is providing update information to all potentially affected jurisdictions, regarding the past project efforts and current undertakings.

As part of the project efforts, numerous alternative connections to I-10 on the west side of Phoenix were considered, between the Agua Fria River and 43rd Avenue. During this consideration, the alternative connections to be carried forward for further analysis were determined to be the following:

- Approximately 55th Avenue (similar to the connection proposed in the 1988 ADOT Environmental Assessment and Design Concept Report).
- Approximately 71st Avenue, and
- Direct connection at Loop 101.

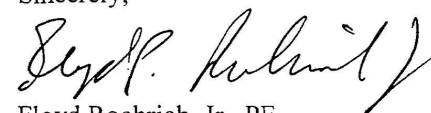
The project team is currently studying the potential impacts of each of these connection locations on the existing I-10 and Loop 101 facilities. Connecting the South Mountain Freeway at any of these locations will require extensive construction along both of these facilities, including approximately nine miles of construction along I-10 for each alternative and four miles of construction along Loop 101 with the direct connection alternative. The construction required may include additional travel lanes, reconfiguration of existing interchanges and reconstruction of arterial street crossings.

Due to the potential impacts of these alternatives on your city, we would like to offer you an opportunity to be involved in the project. This involvement level is left to your discretion, and could include periodic update meetings to your staff from the project team, participation by a city staff member in the monthly progress meetings and/or inclusion of key staff members on the public information mailing list to receive update newsletters and public meeting notices.



Please let me know how best to accommodate the interests of Glendale in our on-going study process. If you have any questions or would like to discuss this matter, please do not hesitate to contact me at 602-712-7643 or Amy Edwards of HDR at 602-522-7755.

Sincerely,



Floyd Roehrich, Jr., PE
Senior Project Manager
ADOT - Valley Project Management
205 S. 17th Ave., MD 614E
Phoenix, AZ 85007

cc:
Amy Edwards, HDR, Inc.



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007

Debra Brisk
Deputy Director

October 21, 2004

Ms. Cecilia Martinez
Deputy Superintendent of Trust Services
Bureau of Indian Affairs
Pima Agency
P.O. Box 8
Sacaton, Arizona 85247

RE: South Mountain Freeway Environmental Impact Statement & Location/Design
Concept Study

Dear Ms. Martinez:

The referenced study, being conducted by HDR Engineering, Inc. on behalf of Arizona Department of Transportation (ADOT) and in cooperation with Gila River Indian Community (GRIC), was initiated July 9, 2001. This study will evaluate potential transportation improvements, including a potential new freeway, around South Mountain between the southeast valley and the northwest valley. The study will require entry onto allottee lands within GRIC for a variety non-destructive project tasks. We are requesting authorization from your agency to begin coordination with the landowners and to access the land for the following specific project tasks.

1. To perform land surveying and temporary aerial target construction.
2. To conduct field investigations for a variety of non-disturbing environmental surveys including drainage, biological, cultural, land use, socio-economic, transportation, geological, visual, noise, air quality, utilities, and other environmental considerations.

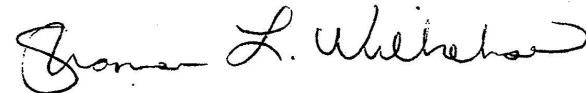
Attached is a map showing the general GRIC limits expected to be included in the study. Also attached is a list of personnel, and a list of vehicle makes, models, and license plates that may enter GRIC lands during the project.



Ms. Cecilia Martinez
Deputy Superintendent of Trust Services
Bureau of Indian Affairs
Page 2
10/21/2004

It is our intent to continue to coordinate with your agency regarding all matters of the study. Please advise if there is anything else you need for approval of this request. Thank you for your assistance.

Sincerely,



Shannon L. Wilhelmsen
Director of Communication and Community Partnerships
Arizona Department of Transportation

Attachments:

Map
Personnel List

cc: Lt. Governor Thomas
Sandra Shade, GRIC DOT
Bill Vachon, FHWA
Amy Edwards, HDR
Project File



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007

Debra Brisk
Deputy Director

November 29, 2004

Mr. Daniel L. Brown
Assistant City Attorney
City of Phoenix
200 West Washington Street, Suite 1300
Phoenix, AZ 85003-1611

RE: South Mountain Freeway Environmental Impact Statement & Location/Design Concept
Study
ADOT Tracs No. H 5764 01L

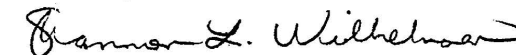
Dear Mr. Brown:

As a follow up to the recent South Mountain Freeway EIS & L/DCR Status Meeting held on November 4, 2004, I have enclosed the additional information you requested regarding the project. Enclosed, you will find the following information:

- General EIS Topics, Responsible Author and Firm
- Federal Register Notice of Intent
- Public Scoping Report – Includes comments acquired during initial scoping effort
- Alternatives Screening Report – Includes basis of analysis in screening initial 9 corridors to 3 corridors for further study

Thank you for your interest in this study. I look forward to working with you and other City of Phoenix staff as the study continues. If you have additional questions, please do not hesitate to contact me at (602) 712-7356.

Sincerely,



Shannon L. Wilhelmsen
Director of Communication and Community Partnerships

CC: Steve Jimenez, ADOT
Bill Vachon, FHWA
Amy Edwards, HDR
Project File

